BROOKLYN CREDITED WITH BEARING BRUNT OF BATTLE.

Lieutenant Commander Hodgson Testified That the Oregon Was the Only Sharer of the Flagship's Glory.

OTHER SHIPS OUTDISTANCED.

According to the Witness, Brooklyn Lost No Time in Executing the "Loop," but Kept Up. Continual Fire.

ADMIRAL SCHLEY'S CONDUCT.

Captain of New Orleans Testified to Efficiency of Rombardment of the Colon and as to the Commodore's Signals.

BROOKLAN DID ALL SHE

ing the opinion that Commodore Soliley's conduct on that occasion was such as that of a commander in chief should have been. He also explained at some length his correspondence with Admiral Schier concerning the alleged collectual between them when the Santlage engagement was in preserves. He said be had no controversy with the Commodore but be repeated that the Commodore had said, Damin the Texas, when told that that vessel was in dancer.

told that that vessel was in danger. Captain Folger said that the bombard-ments of the Cristolal Color on May 21 had been embedied successful in developing the strength of the shore batteries.

SCHLEY-HODGSON LETTERS UNDER INVESTIGATION.

he get for the purpose of correcting their is testimony, and when they has excised. Lightleman Communication is marigator of the 5t; edding during

successful cures is a record to be proud of. S. S. S. is more popular today than ever. It numbers its friends by the thousands. Our medical correspondence is larger than ever in the history of the medicine. Many write to thank us for the great good S. S. S. has done them, while others are seeking advice about their cases. All letters receive prompt and careful attention. Our physicians have made a life-long study of Blood and Skin Diseases, and better understand such cases than the ordinary practitioner who

makes a specialty of no one disease. We are doing great good to suffering humanity through our consulting department and insite you to write us if you have any blood or skin trouble. We make no charge

whatever for this service. THE SWIFT SPECIFIC CO., ATLANTA, GA. "How far was the Oregon from the Brooklyn?" From 1,000 to 1,500 yards on the starboard

after the loop it was about 2400 or 2,000 yards.

Mr. Rayner: "What was the hearing of Commodore Schley during this engagement, or any engagement in which you saw him?" "His bearing and manner, with respect to an officer of his rank and station in the naval service, were maturally those of a commander-in-chief of a naval force on that occasion." The witness said the Commodore had occupied a pince on a platform around the coming tower during the engagement. This, he said, was a position of danger, as the Commodore was there always in full view of the cuemy's ships.

EXECUTION OF THE "LOOP"

EXECUTION OF THE "LOOP"

DID NOT STOP HOMBARDMENT.
"It has been stated here," said Mr. Raymer "that the Brooklyn ran 200 yards
away from the enemy's ships in making her

asing the aft gans antil we get all the starboard gans to bear. We get around as quickly as we could with port below until we almost parable, the course of the leading Spanish vessel, when the lerim was eased, and the ship steered a course parable with the Vizcaya, which was then the leading vessel, although the Maria Teresa probably was farther to the westward than the Vizcaya. She was standing at an angle into the snore. When we get around, the smoke was se dense nothing could be seen

SCHLEY COURT HEARD ALL ABOUT THE BATTLE OFF SANTIAGO HARBOR FROM PARTICIPANTS. •

CAPTAIN W. M. FOLGER, untander of the New Orleans, who resti-fied yesterday in the Schley inquiry.

I that description at Captain Lemby's re-

Lieutenant Commander Hodgson, who was executive officer of the Brooklyn ulleta the Santiago campaign, was on the witness stand most of the day yesterday in • Schley court hearing. Much time was devoted to an examination of the leters that had payed between the witness and Admiral Schley, relative to the offenity that the Admiral was said to have used about the Texas, in the fight. •
r Hodgson, at the request of Attorney Rayner told of the Brooklyn's part • in the destruction of the Spanish fleet. He testified that the Brooklyn took the lead • chase and that no other ship except the Oregon had any prominent . part in the bombardment, after the first skirmish, when the ships came out of be larrhor. He testified that the Brooklyn did not lose any time by the execu-

n of the "loop" and that firing was kept up during the turn.
Captain W. M. Folger, who commanded the New Orleans, in the Spanish of in developing the strength of the Spanish shore batteries. He also explained in detail the character and number of the signals made by the flagship .

American Wer, textilier that the bombiedendent of the content of the content in section for the granth along the pales African the content of the content of

otherwise?"
"They were weak."
"They Judge Advocate: "Can you state
whether the engagement of May 31 developed the fact that the Colon had anything
larger than 6-inch guns on beard at that larger than 6-inch guns on board at that time?"
"It did not occur to us that she fired heavy guns. The callber I cannot specify. It did not appear she fired the 11-inch guns for which we knew she had been designed. The Court asked questions of Captain Folger as follows:

"For what length of time was the New Orleans able to fire at the Colon and the latteries on May 31, on each run?"

"I think it was between five and ten minutes."

"Did you have any conversation with

"Did you have any conversation with Commodore Schley as to his purpose in attacking the Coles May 31."
"I did not. The information I received was by signal only."
"By what method did you obtain the range for your guns on May 31st, while firing at the Colon?"
"We obtained the necessity for a change of the obtain of the properties." range by the fall of the projectiles."
"Were you furnished any plan of battle
by Commodore Schley to be followed in
case the Spanish squadron should come

"No, sir."
Admiral Dewey: "You referred to a signal from the flasship. The Court would like to know what that signal was."
"The signal was, 'New Orleans, clear ship for action,' and I think it was followed by the signal, The New Orleans, Iowa, Massachusetts will engage the forts,' indicating that there was to be a recomoissance or bombardment. I do not remember any conversation with the Commodore that foreneon on that schiect."

Admiral Dewey: "The Court would like to know from the signal book exactly what signals were made by the Massachusetts,' The witness treading! "At 12:48 in obedience to flagship, Massachusetts signaled to the New Orleans and Iowa to clear ship for action, sounded to general quarters and cleared ship for action. At I started ahead both engines, Massachusetts leading.' There were no other signals in that watch. That is all that appears to be in the log. I do not remember discussing the subject with the Commodore."

* DECLARES THAT ADMIRAL SAMPSON DID NOT APPROVE OF MACLAY'S ABUSE OF SCHLEY. .

New York, Oct. 7.-Colonel Robert M. Thompson, president of the Navy Academy Alumni Association, has made this statement, in connection with the Senley Inquiry:

"There is one story which I am very anxious should be truthfully presented • to the public. After Maciay's book was published. Mr. Maclay stated that his • proofs had been submitted to the commanding officers, including Admiral Samp- • son, and that they approved his statements. I am in a position to state the facts. The proofs were sent by Mr. Maclay

to Admiral Sampson with request that they be read and corrected.

"The Admiral consented to read them, and he did correct part of them, but as soon as he arrived at the part which contained the statement that Schiey was a coward and a caltiff, he was very much angered and said the statement was one the author had no right to make; that it was unjust and unfair to speak . of any naval officer in such terms, and declined to have anything further to do with the proofs.

"The order of the Secretary of the Navy forbidding naval officers to make any statement for publication regarding this controversy, issued immediately
 after the interview, prevented the above correction being officially made." B.........



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ITALIAN ART GOODS.

Captain Lemly niced in regard to the de-velopments concerning the bombardment of June II, but aft. Rayner observe, The Court raised that the question was admissible, a similar question by Admirai Schley's counsel having been aumitted on a former occision. "We cannot blow het one time and cold the next," said Admiral Dewey, on admit-ting the question.

fact, was developed as to t such batteries; were they

sels near enough to the entrance of the harber at night to prevent the escape of the enemy, had such an attempt beer

"Had the weather been persistently clear es; if the weather were thick, rainy or Captain Parker: "Were not the Vixer and Marblehead inside the line?"

"They were." "Was the weather good or bad during hose nights."

those nights."
"The weather was generally bad, rainy."
Lieutenant C. W. Dyson was recalled. He testified concerning the coal supply of the secut boats on May 25, the day the retrograde movement toward Key West was be-

At 3:55 o'clock the court adjourned until

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of His Physician. Washington, Oct. 7.-Rear Admiral Samp-

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capill

esslon of the Illinois State Conference of



COTT.



Prominent by delegate to the Illinois Conference.

GIVES OUT ASSIGNMENTS. Appointments by the Illinois Meth-

odist Conference at Beardstown. REPUBLIC SPECIAL. the Methodist Episcopal Church closed this morning. The last business transacted was the reading of the appointments, as fol-

South, Has Closed.

Murphysbero, Ill., Oct. 7.-The four days' the M. E. Church closed to-day, Bishop H. C. Morrison made the following appoint-





Beardstown, Ill., Oct. 7 .- The seventyeighth session of the Illinois Conference of

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